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NEW YORK, SATURDAY, JANUARY 5, 1918,—Copyright, 1918, by the Sun Printing and Publishing Association.

ONE CENT In Greater New York | Elsewhere

RAILROAD TUGS New York Temperature Still Flirts With Zero OPEN CHANNELS THE temperature table for New York city yesterday and early to-day, as recorded by the Weather Bureau, follows: FOR COAL BOATS

UNPAID, STARVE

Cases of Destitution Due to

Red Tape Delays.

Service Endure Their Suf-

ferings Bravely.

way down Barrow street yesterday

afternoon in the biting cold. his slender

body bowed by a coal sack which he was

"Aw. I've got to," the dad said.

"There's nobuddy one. My father's over

to camp and mother says we ain't got

money to have it brought. Gee, but it's

So the stranger boosted up the clink-

Government to see that specified por-tions of the soldier pay were received. Days of waiting have not brought the

money. It is somewhere in Washington.

probably, or perhaps the necessary reams of documents are still at came

Suffering Folk Uncomplaining.

"The mothers and wives do not come

ing sack and sonny struggled on.

sonny?" he asked.

cold. Gimme a start."

ree Jam Broken in Kill van Kull-50,000 Tons of Fuel Liberated.

RELIEF NEAR FOR CITY

Brooklyn and Queens Get 125 Cars-Supply in Terminals to Be Pooled.

MANY HOTEAS MAY CLOSE

Women and Charity Commit- ARMY FAMILIES, tee Arrange to Furnish Poor With Fuel.

Solid accomplishment in the direction of breaking the coal famine in this city was made yesterday when a fleet of sewerful railroad tugs working under the direction of Alfred H. Smith, Federal Director of Railroads in the East, attacked the icebound waters of the lower bay and broke channels 100 feet PITIFUL INSTANCES CITED n width through the Kill van Kull, Starttan Bay and Princess Bay and egened up smaller channels through Dependents of Men in Nation's Sowanus Canal and Newtown Creek. By means of barges thus liberated

from heavy ice 50,000 tons of coal was "berated for consumption in this city end half the amount had been brought o piers along the shores of Manhattan island by late afternoon. At least half he coal of the total set free is hard athracite. fit for consumption in furmarga in buildings of various sorts, and the rest is bunker coal. The liberation of the bunker coal will enable some of the bunker coal will enable some of the 100 or 200 vessels which have been mable to proceed to sen on account of lack of fuel to weigh anchor within the next few days.

the next few days.

Added to the supply which came by barges from the lower bay 235 carloads came into the city through the Pennsylvani tubes and on car floats owned by the Erie. Lackawanna and Lehigh Valley roads. Of these care 125 Valley roads. Of these cars 125 passed through the Pennsylvania tunnels alone and relieved the shortage of coal in Brooklyn. Queens and that part of Manhattan borough adjacent to Queenshero Bridge. The average load of a sallroad car being ferty-five tons, hearly 10,000 tons of coal came in on cars, of the amount 500 tons was sent over Juensboro Bridge by tricks from the Sunnyaide yards at Long Jeland City. falley roads. Of these cars 125 passed

the offices of the Fuel Administration, at the shich it was agreed that all the rails these families.

Allotments Long Belayed.

Army Standard Waived.

The supplies committee also had and quality. In the past certain railstigation. In at least haif of these pay allotments required to be made by the coals have handled certain kinds of coal allotments required to be made by the coals have handled certain kinds of coal allotments required to be made by the coals have been under investigation. In at least haif of these pay allotments required to be made by the coals have handled certain kinds of coal allotments required to be made by the supplies committee also had allotments required to be made by the supplies committee also had waived standards prescribed by the coals have been under investigation.

Mayor Hylan also took a hand in the money, but they placed reliance the services of as many borough em-ployees as could be spared from their street cleaning and other borough de-Partments. Manhattan alone sent twentwist of its carts and drivers out on the
lask yesterday, and had them busy all
that the Greenwich House workers appay at the Lehigh Valley yards at the
foot of West Twenty-seventh street.
Under an order by Police Commisfailure of Washington to send the pay Under an order by Police Commissome Bugher the police to-day will
make a house to house canvass of all
coal in the various police precincts and
will report coal hoarders as well as volunterest and the pay
allouments. The Red Cross has met the
situation, and is providing enough for
minimum living expenses.

By Government regulation married o may have a little more coal after called to the colors must allow their preently need and are willing wives at least \$15 a month, and more they urgently need and are willing to contribute some of it to sufferers.
When the police have compiled lists of the coal wagons from the Highway.
Park and Street Cleaning departments child, \$32.50 if there are two children. When the police have compiled lists of the coal wagons from the Highway, the coal wagons from the Highway, the coal wagons from the Highway, to pay \$15 to the wife. The coal and state it to distributing depots, where it will be sold and state it to distributing depots, where it will be sold an always to pay \$15 to the wife. The coal and \$2.50 if there are two children, and so on. Single men, sons who were supporting their mothers and a sister perhaps, are required to make some always and the coal wagons from the Highway.

Downtown New York suffered a few hours of genuine panic yesterday when R. C. Jenkinson, State Fuel Administrator for New Jersey, refused to allow any rived. Meanwhile the families, Italian New Jersey, refused to allow any rived. Meanwhile the lamin want, he brought by truck from that and Irish, always fighting against want, State to lower New York, and set the bolice of Jersey City, Hoboken and Weet to call upon social organizations for aid. tasken to guard the coal piers and en-force his order. He had misunderstood certain, instructions received by him National Fuel Administration The National Fuel Administration ashington, and remained obdurate here to complain at the Government's day hours until he received a teleif from Dr. Garfield, explaining to that all coal passing through New instead to bite their lip and make the him that all coal passing through New Jersey was not necessarily New Jersey coal and that such of it as was con-signed to New York must be liberated. lime that all coal passing through New letters, was not necessarily New Jersey was not necessarily New Jersey that and that such of it as was consisted to New York must be liberated. In account of the high value of waterion property there are no coal peckies on the shores of the lower city and self-coal which is consumed in downcown New York comes to it by truck over the lindson terries from New Jersey. Through Mr. Jenkinson's refusal 17 per cent of the coal which was consigned for the use of lower New York was not necessary the case of an Italian must have relief."

There was the case of an Italian must have relief. The codest son was drafted. The father made \$30 a month washing dishes. He cannot ferries from New Jersey. Through Mr. Jenkinson's refusal 17 per cent of the coal which was consigned for the use of lower New York was not the case of an Italian must have relief."

There was the case of an Italian must son was drafted. The father made \$30 a month washing dishes. He solutioned the mother has had no money although the necessary that the case of an Italian must have relief."

There was the case of an Italian must have relief."

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There was the case of an Italian must have relief. The oldest son was drafted. The mother has had no money as month of the wise in the was consistent of the well of the wise in the per constant of the wise of an Italian must have relief."

There was the case of an Italian must have relief."

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The oldest son was drafted. The mother has had no money as month washing dishes. He are some and the case of an Italian must have relief."

There was the case of an Italian must have relief."

There was the case of an Italian must have relief."

There was the case of an Italian the suffering and must have relief. The suffering and

frede of office buildings, and one of them, the New York Life Insurance Building actually fan out of coal and the strengen. Two other buildings, the Union Trust and the Empire Trust, cut dowr their elevator services to two care and finally be a strengen. and finally late in the afternoon tion Trust suspended its elevator

Hotel Men Alarmed.

he force the incetting of the railen at the Fuel Administration
Telegranf seventy persons who futended
to salt on the stamming Nieuw Amsterdom for an panicky a collection of
dom for the United States will be undom for the United States will be undom for the United States will be unable to do so because their pessporis
toom. Virtually all of them have been withdrawn. The newspaper
that the hotels they repredoes not give the reason for the cancellations.

Seventy Unable to Sail for U. S.

on Nieuw Ameterdam.

PASSPORTS WITHDRAWN.

no relief for them by to-day that if on relief for them by to-day that if of the largest hotels in world have to send their particles on their doors. It is not close their doors. It but the send their particles on the were about the send of the s

CIVILIAN BOARD BERLIN REFUSES WILSON ANNOUNCES RAIL WAY PLAN; BLAMED FOR BAD TO TALK PEACE BILL PROVIDES \$500,000,000 FUND ARMY CLOTHES AT STOCKHOLM 6 A. M. (Friday) 2 below

Col. Elmer Lindsey Accuses Won't Permit Russia to Pre-National Defence Council Committee.

scribe Meeting Place, Reichstag Is Told.

U. S. REGULATION IGNORED UNYIELDING ON TERMS

Overcoats and Blankets Were As to Occupation of Territory Bought Below Standard to "Conserve" Wool.

Hertling Says Teutons Rely on "Just Rights."

Chancellor Asks Suggestions.

to make communications on the course

the peace negotiations so far had taken and he said he desired to receive sug-gestions from the representatives of the

people. In the absence of the Foreign Secretary, the Under Secretary for For-eign Affairs, Baron von dem Bussche-

has made the negotiations more diffi-cult as the Entente Powers were "en-

Baron von dem Russche-Huddenhau-

een then reviewed the Russian pro-posals, the German counter proposals and the tasks of the German commission

sent to Petrograd to deal with the ques-tions of subjects of the Central Powers interned, wounded soldiers and pris-

During the debate of member of the

representatives at Brest-Litovsk, and

at an understanding with the Boishe

vik Government, but to reach a lasting peace with the Russian people and pre-

The speaker asserted that the Con-

ducted to a satisfactory end. This is the will of the German people and of the German nation itself."

Special Cable Beapatch to Tan Sex

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Continued on Third Page.

"Sun" Smoke Fund Wins

THE SUN Tobacco Fund has received several letters from soldiers' mothers thanking the

contributors for the smoke gifts to their boys. One is printed on page 7 this morning. If fund supporters wanted any further reward than they had already re-

An offering of \$47 from the employees of the Boston Development and Sanitary Company was accompanied by the words:

"You may look forward to a

check for approximately this amount each month through the duration of the war."

It is not too late to buy bids for the purchase of those blue ribbon Belgian Campines donated by Charles A. Phipps of Boston and Wayland, Mass. These aristocratic birds are now on exhibition in the display window of the MacNiff Horticultural Company's store, 52 Vessy street.

Company's store, 52 Vesey street.

BACCO FUND has no connection with any other fund, organization or publication. It employs no agents or solicitors.

WARNING! THE SUN TO-

neived they have it now.

Real patriots those!

Blessings of Mothers

"Our aim must be not only to arrive

The Government would take advantage

Special Desputch to THE SCN. BERLIN (via Amsterdam), Jan 4.—Washington, Jan, 4.—Col. Elmer Germany's uncompromising attitude in Lindsey, inspector and purchasing agent regard to the peace negotiations with the at the Philadelphia quartermaster depot. Russian Bolshoviki at Brest-Litovsk was appeared before the Senate Committee brought out strongly in two speeches beon Military Affairs to-day and charged fore the Main Committee of the Reichstag that the responsibility for reductions in Yesterday and to-day by Count von the quality of the uniforms and blankets Hertling, the Imperial Chancellor. In

the quality of the uniforms and blankets issued to the United States soldiers since the outbreak of the war must be attributed to the supply committee of the Council of National Defence.

Col. Lindsey testified that before the outbreak of the war the American army was the best uniformed of any in the world. Following upon the declaration of war the specifications of the Quartermaster's Department were revised, but the highest possible standards commensurate with the proper equipping of the men were maintained. The changes were made with a view to conserving the wool supply, but not at the expense of the durability of the apparel or the comfort of the soldiers.

"Then," said Col. Lindsey, "the committee on supplies of the Council of National Defence stepped in, and ignoring our specifications, issued as pacifications of their own and made an arrangement unity der which the overcoats and blankets and all of the items of uniform ware and our just rights." Greenwich House Reports 70'

de which the overcoats and blankets and our just rights, and all of the items of uniform were to be purchased upon the decision by the inspectors of the Quartermasters Corps that the materials offered were up to the standard of the sample. manfully bearing home to a chill apart-

Shoddy Used in Uniforms.

"The results have been distressing. Never in the history of the United States Army, up to the time the supply committee took charge, had shoddy, actual shoddy, been used in the manufac-ture of the clothing of our soldiers."

Col. Lindsey described how the grades had been dronned for below the grades had been dropped far below the specifications of the Quartermasters Corps, with the result that much of the material now tions, lie said the armistice negotiations was or the lowest grade possible for the material most specifications. The said the armistic negotiations was or the lowest grade possible for the material most specification.

The social workers in Greenwich core Bridge. The average load of a railroad car being ferty-five tons, hearly indignant over Governmental red light indignant over Governmental red ligh The social workers in Greenwich looms to weave.

and other railroads other kinds, and the harges receiving it at piers have waited and many are due from men who were allottenents. By pooling it all as soon as a car of coal reaches a pier it will be transferred to the nearest son was the chief brandwines about a special allottenents. livery of uniforms which contained shouldy not permitted under the specifispectors, but afterward was accepted under orders from the supplies comhas fallen heaviest. The home folks had been prepared to get along on less

Failure of the Government to call on many large clothing manufacturers to make uniforms was assailed by Frank S. Turnbull of New York, president of

Rogers, Peet & Co.

"There was no earthly reason why we could not have clothed the men and clothed them fast," he said, citing that virtually none of the large plants at Rochester, N. T., had been used by the He thought too much Government.

cloth standards.

To conserve wool, Mr. Turnbull said.
Charles Elsenman, vice-president of the supplies committee of the Council of the supplies committee of the Council of the peoples of those territories.

National Defence, had proposed that all civilian clothing during the war be in the interest of the Empire to nade of shoddy.

willian clothing during the war be ade of shoddy.

"That was visionary and impractical,"

"That was visionary and impractical,"

"Turnbull said, "and could only be one by law. Mr. Eisenman wanted to lart a propaganda to stop wearing of all wool garments by civilians."

When he was that the object of a series of the East must be considered it would be in the interest of the Empire to recognize the principle of the right of peoples to self-determination.

"Political life in the occupied territories is obstructed by military pressure, which must be removed." he said. "The negotiations in the East must be considered to a series of the interest of the Empire to recognize the principle of the right of peoples to self-determination. Mr. Turnbull said, "and could only done by law. Mr. Elsenman wanted start a propaganda to stop wearing of ill wool garments by civilians. When he saw that the object of a committee considering the subject was promote the general use of shoddy. Turnbull said he withdrew from the The Greenwich House workers dis-

> PLENTY OF OVERCOATS. Shortage Ended at All Except One

Camp, Says Baker. WASHINGTON, Jan. 4.—Overcoat shortages at National Guard and Na-tional Army training camps were re-ported ended at all camps except Camp Hearrespard, Louisiana, by Secretary

ported ended at all camps except Camp Beauregard, Louisiana, by Secretary Baker to-day in a response to the Senate Military Committee's resolution urging immediate steps to provide soldiers with adequate winter clothing, Many of the camps atill are short of woollen blouses, which the Secretary sald were particularly hard to obtain.

The report was based upon the War Department's latest telegraphic advices from the division commanders. Entergency express shipments and local purchases have been authorised, and Mr. Baker supressed the belief that by to-day "all the men are comfortable." Baker expressed the belief that "all the men are comfortable."

FIRE ROUTS OUT 100 FAMILIES. Factory Blaze at 379-381 West

12th Street-Loss \$50,000. More than 100 families living in tenements in Washington street, abutting a five story building at 379-381 West Twelfth street, occupied by Charles Biele & Sons' Company cabinet works, were driven out into the cold early this morning by a fire which destroyed the upper floors of the factory building. Tweive firemen in fighting the fismes

The upper part of the cabinet factory was virtually destroyed. The loss was estimated at \$50,000, with no insurance. None of the tenements in Washington street was damaged by the fire, and later this old-ning the families were aiowed to re urn to their homes,

and helping with the rescue work were

evereome but escaped serious injury.

President Wilson's Address to Congress

PRESIDENT WILSON, in an address to both houses of Congress in joint session, yesterday gave his recommendations and outlined the legislation desired by his Administration for carrying out Government operation of the railroads of the country. The address of the President follows in full:

Gentlemen of the Congress: I have asked the privilege of addressing you in order to report that on the 28th of December last, during the recess of Congress, acting through the Secretary of War and under the authority conferred upon me by the act of Congress approved August 29, 1916, I took posse and assumed control of the railway lines of the country and the systems of water transportation under their

control. tively necessary in the interest of the public welfare in the presence of the great tasks of war with which we are now dealing. As our experience develops difficulties and makes it clear what they are I have deemed it my duty to remove those difficulties wherever I have the legal power to do so. To assume control of the vast rallway systems of the country is, I realize, a very great responsibility, but to fall to do so in the existing circumstances would sumed the less responsibility rather

than the weightier, I am sure that I am speaking the mind of all thoughtful Americans when I say that it is our duty as the representatives of the nation to do everything that it is necessary to do to secure the complete mobilization of the whole resources of America by as rapid and effective a means as can be found. Transportation supplies all the arteries of mobilization. Unless it be under a single and unithe nation's action is embarrassed. .

Railway Executives Commended. It was in the true spirit of America, and it was right, that we should first try to effect the necessary uniunder the voluntary action of those who were in charge of the great railway properties; and we did try it. The directors of the railways responded to the need promptly and

generously. The group of railway executives actual coordination and general diperformed their duties with patriotic zeal and marked pectad, and did. I believe, everything that it was possible for them to do in the circumstances.

If I have taken the task out of their hands it has not been because, table and just alike to their owners of any dereliction or failure on their and to the general public. but only because there were sure we shall not find them with- cumstances permit.

it had become unmistakably plain that only under Government admin-

and equipment of every kind. Only that the large financial operation nals be constructed and developed without regard to the requirements or limitations of particular roads. But under Government administration all these things will be possible -not instantly, but as fast as practical difficulties, which canno merely confured away, give way before the new management.

All Interests Safeguarded.

The common administration will be carried out with as little disturbance of the present operating or-ganizations and personnel of the be altered or disturbed which it is serving the public interest and safeguarding the public safety, but we are also regardful of the interest of those by whom these great properties are owned and glad to avail ourselves of the experience and trained ability of those who have been managing them.

It is necessary that the transports tion of troops and of war material. of food and of fuel, and of everything that is necessary for the full mobilization of the energies and resources sidered, but it is clearly in the public tivities and the normal industrial should be interfered with and dislocated as little as possible, and the public may rest assured that the in-terest and convenience of the priserved and safeguarded as it is possible to serve and safeguard it in the present extraordinary circumstances.

While the present authority of the Executive suffices for all purposes of administration, and while, course, all private interests must for necessity, it is, I am sure you will that the owners and creditors of the who were charged with the task of and bonds, should receive from the Government an unqualified guaranthat their properties will be maintained throughout the period of Federal control in as good repair and as complete equipment as at present, and that the several roads will receive under Federal manage-

I would suggest the average net some things which the Government railway operating income of the three can do and private management can- years ending June 30, 1917. I ear-We shall continue to value nestly recommend that these guaranmost highly the advice and assist- tees be given by appropriate legisla-

Necessary to Protect Values.

I need not point out the essential istration can the entire equipment of justice of such guarantees and their the several systems of transporta- great influence and significance as be fully and unreservedly elements in the present financial thrown into a common service with- and industrial situation of the counout injurious discrimination against try. Indeed, one of the strong arguparticular properties. Only under ments for assuming control of the Government administration can ab- railroads at this time is the financial that the Congress may grant these solutely unrestricted and unembar- argument. It is necessary that the values of railway securities should tracks, terminals, terminal facilities be justly and fairly protected and

every year necessary in connection with the maintenance, operation and development of the roads should during the period of the war, be wisely related to the financial operations of the Government,

TO COVER DEFICIT AND EQUIPMENT

Our first duty is, of course, to conserve the common interest and the common safety and to make certain that nothing stands in the way of the successful prosecution of the great war for liberty and justice, but. it is an obligation of public conclence and of public honor that the private interests we disturb should be kept safe from unjust injury, and it is of the utmost conseque the Government itself that all great financial operations should be sta-bilized and coordinated with the financial operations of the Government. No borrowing should run athwart the borrowings of the Federal Treasury, and no fundamental industrial values should anywhere unnecessarily impaired.

Ratiroad Securities Vital.

In the hands of many thousands of small investors in the country, as ance companies, in savings banks, in trust companies, in financial agencies of every kind, railway securities, the sum total of which runs up to some ten or eleven thousand millions, constitute a vital part of the structure credit, and the unquestioned so lidity of that structure must be maintained.

The Secretary of War and I easily agreed that, in view of the many complex interests which must be afeguarded and harmonized, as well as because of his exceptional experience and ability in this new field governmental action, the Hon. William G. McAdoo was the right man to assume direct administrative control of this new executive task. At our request he consented to assume authority and duties of organizer and Director General of the new railway administration. He has assumed those duties and his work is in active progress.

It is probably too much to expect that even under the unified railway administration which will now be possible sufficient economies can be ffected in the operation of the railways to make it possible to add to operative facilities as much as the present extraordinary demands upon their use will render desirable without resorting to the national Treasury for the funds. If it is not possible, it will of course be necessary to resort to the Congress for grant. of money for that purpose. The Secretary of the Treasury will auvise with your committees with regard to this very practical aspect of the matter.

For the present I suggest only the guarantees I have indicated and such appropriations as are necessary at the outset of this task. I take liberty of expressing the promptly and ungrudgingly. We are dealing with great matters and will. I am sure, deal with them greatly,

President Praises Patriotic Zeal of Members of Railroad War Board.

SAFEGUARDS PROVIDED

Necessity for Unification of Properties Without Discrimination Outlined.

LENGTH OF CONTROL OPEN

Heavy Penalties Proposed for Impeding "Use, Operation or Control."

Special Despatch to THE SUN.

Washington, Jan. 4.—Asserting that he had taken over the railroads of the country because the public welfare made it an imperative necessity, President Wilson in his railroad message to Congress to-day, which took him only ten minutes to deliver, outlined in general terms the legislation which he thought Congress should pass to make his plan effective and just and equitable to the owners of the railroads.

The recommendations made were for an unqualified guarantee that railroad properties be maintained by the Government in as good repair as at present, and the granting by Congress of such compensation to the roads as would be "equitable alike to their owners and to the general public. The President renewed the suggestion made in his proclamation that this be based on the average net operating income for the three years ended June 30, 1917.

Immediately after the President's address bills to carry out his recommendations were introduced in both houses. A revolving fund of \$500,000,000 is to be provided from which any deficiency re-sulting from operation will be made good and ample means will be in hand to run the organizations. Maintenance and up-keep will be covered from the same fund during the period of Federal operation

Action to Preclude Strikes. One significant section of the propose

law provides heavy penalties for impeding "possession, use, operation or control" of the roads; this will preclude a strike All advances of money for loans to the roads or for betterments are to be it imbursed to the Government.

The bill was introduced in the House by Chairman Sins of the Interstate

ommerce Committee, and in the Senate by Senator Smith of South Carolina measures will be considered in committee on Monday

In his address the President paid tribute to the patriotic zeal of the mem-bers of the Railroads' War Board, but said teat it had become plain that only under Government administration could unification be brought about "without injurious discrimination against partic-

injurious discrimination against particular properties."
What was generally regarded as a reassuring feature of the message was the stress laid by the President on the necessity of sound financial conditions. "It is an obligation of public conscience and public honesty," said the President, "that the private interests we disturb should be kent safe from unjust injury." should be kept safe from unjust injury." Comment Generally Favorable.

While comment on both sides was generally favorable to the President's especially pleased with its general tenor and soundness, there were many who see a tendency toward a greater radicalism than the message had pertended. While the President made no mention in his message of the extension of Government operation beyond the close of the war, the railroad bill contained pro-vision for an indefinite extension of this control. It was forecast in THE SEN that this provision would be included, and it is known to have been prepared by the Administration officials who prepared the bulk of the bill. Around this feature of the bill the greatest fight is expected to centre, the faction in Congress opposing Government central insisting that the extension of Government operation of the railroads Washington, Jan. 4.— The Shipping beyond the end of the war should be lim Board was advised by the Senate Comand a year have been suggested as the

The committee put its advice in the tives see the beginning of the surety of ing merely that the railroads shall re-Congress deems it proper to return the roads again to their owners.

Possibility of Obstruction.

The affirmative action of Congress, necessary to give the roads back, if the belies passed with that provision intact, many advocates of private ownership fear will be well nigh impossible of attainment. It was predicted that whenever a move was unde along that line it would be postponed and blocked in various legislative ways forever, or until various legislative ways forever. within six or eight weeks it will make a report to the Director Genetal of a report to the Director Genetal of Railroads. If the hoard favors an inflantage of the board favors and inflantage of the posterior of the post of the post of the post of the maked whether he will be willing to the new scales will go into effect as the new scales of Installation of Insulary 1, 1918.

It is questionable whether Earl Reading to the witness, need immediately 10,000 and providing for the compensation basis, under which the Government guarantees an aggregate return of some said to make the moved to and from work under present conditions.

Senator Calder was particularly inter-\$900,000,000 a year the measure sets forth in detail the conditions upon which flovernment operation is to be carried, and in addition to specified pow-

> try to any agency.
>
> I'nder the last provision the President a expected to see an order transfering to Director-tieneral McAdoo all functions vested in the Chief Executive.
>
> This will enable the Director-General to accomp organize a corporation for handling railroad securities in accordance with plan now under consideration If Congress passes the lift with a \$500,000,000 appropriation this sum will

ers given the President would authorize him to exercise other powers necessary to maintain practical Government operation and to delegate his authorized

RAIL BROTHERHOODS AGREE TO HAVE BOARD FIX WAGES McAdoo Gains Their Consent After Conference in

Which He Promises Fair Deal-Will Appoint Four Investigators.

RECOGNITION UNLIKELY. chiefs shook hands this afternoon on an agreement which, it is believed, will bring increased pay to the union men and stop the drift of labor from trans-London, Jan. 4.—The attention which is being devoted by the Entente Governportation companies to those engaged n production.

Mr. McAdoo told the union heads that while he understood some of the rall-roads had refused the wage increase requests, he wished to get the railroad employees imbued with a greater spirit of loyalty and enthusiasm for their He said that he would go the limit to see that they got a fair deal if they would overcome the discontent which he believes is impairing their

efficiency to-day.

The brotherhood chiefs expressed their confidence in Mr. McAdoo's desire to remove existing difficulties and agreed that the railroad workers would be willing to accept the decision of a board of four men to be named by Mr. Mc-Adoo. This board will be appointed in a few days and it is believed that within six or eight weeks it will make a report to the Director Genetal of Railroads. If the board favors an in-

of January 1, 1918.

The basis of the appeal by which Mr. McAdoo won the consent of the brotherhood chiefs to agree to accept the decision of the special investigating heard was summed up by Mr. McAdoo after the conference, when he said:

"This is a time of great stress and the attitude of every employee should be determined by the supreme need of the hour—duty to his country first of all. I cannot state too strongly the necessity for devoted and loyal service by every man in this emergency.

"Every railroad employee is now in effect a Government employee and as much in duty bound to give his best service to his country as if he wore the uniform of the United States Army and ever in the trenches at the front. Every unnecessary delay in a train movement

unnecessary delay in a train movement vitally affects our soldiers and sailors

WASHINGTON, Jan. 4.—Director-Gen-ral McAdoo and railroad brotherhood hiefs shook hands this afternoon hiefs shook hands this afternoon hiefs shook hands the afternoon hierarchy hier fend our rights and our liberties. Every man whose neglect or indifference causes such delays may be responsible for the loss of the sen of some noble American mother or father. It is as serious to the country for an employee to be a slacker in his work as for a man to be a slacker in the army."

Reports of Interstate Commerce Com-

mittee investigators submitted to Mr. McAdoo to-day showed that lack of me-chanics to repair cars and locomotives chanics to repair cars and locomotives was seriously cramping the efforts of the railroads to meet the cold weather emergencies. The labor situation, as reported from other sources, also pointed to the conclusion that the Government must husband its supply of railroad labor.

Mr. McAdoo said that if reports indicated such a step necessary he would not hesitate to present the difficulty to the draft exemption boards.

READING FOR ENVOY HERE. British Lord Chief Justice May

ing would resign his present post for any diplomatic position, although he ested in Mr. Hookwaiter's reveiations and temporarily has waived it for special announced that he would take the submissions. On one occasion he visited ject up immediately with the New York the United States. Earl Reading is distinctly a business

man and understands financial affairs thoroughly. It is understood that Great Britain hereafter will name business men Britain hereafter will name business men that all facilities necessary would be or men acquainted with business affairs taken over it they cannot be obtained at to important diplomatic peats following the successful lead of the United States.

British in Palestine Gain Mile. LONDON, Jan. 4.--An official communisays Gen. Allenby reports a further advance by a part of his line north of Jerusalem over a distance of a mile.

SEIZE FERRIES, **BOARD IS TOLD**

Commandeering of Car Lines be to Serve Shipyards Also Proposed.

merce Committee to-night to commandeer ferry boats and trolley lines in the New York city district if necessary ership.

In the indefinite control advocated by the New York city district is to transport workers to and from ship-to transport workers to and from ship-the radical members, and evidently building yards.

form of a resolution after hearing eventual Government ownership of the Charles S. Bookwalter, district officer at New York for the Fleet Corporation at New York for the Fleet Corporation, describe poor housing facilities and describe poor housing facilities and main under dovernment operation after transportation conditions in the vicinity the end of the war emergency until of Staten Island shipyards. . Mr. Bookwalter asserted that ship

owners were asking exorbitant prices for the rental of vessels to transport workmen from New York city and Brooklyn to the yards, and that trolley service on the island was particularly bad. One owner, Mr. Bookwalter said.

authorities. Shipping Board officials to-night said that the Senate committee's suggestion

probably would bring prices down, but that all facilities necessary would be reasonable prices. Mexico Graba Merchant Pleet.

Mexico Ciry, Jan. 4. Appouncement

was made to-day that the Government had taken over the fleet of the Mexican Navigation Company to prevent its sale to foreign interests.